

MEMORANDUM FOR THE RECORD

SUBJECT: Rt. 123 60-Percent Review

1. On 5 June 1986, the 60-percent design review of the design for the Rt. 123 improvements was held at the Virginia Department of Highways and Transportation (VDH&T) offices in Fairfax. Attached is a list of the attendees. Mr. Hull of VDH&T chaired the meeting but turned it over to Mr. Long for a page-by-page review of the project. At this point, the project drawing totals 41 sheets. Most of the comments made by the attendees were highly technical in nature. Following are a list of comments and issues which bear directly on the Agency:

a. Sheet 4 - The precast barrier detail is shown just as a placeholder to indicate that the Rt. 193 intersection will be given some type of treatment. Mr. Fowler of Dewberry and Davis has prepared a number of cost estimates in accordance with C/NBPO's request. Mr. Fowler said that the options available are a berm, a berm with precast screen, no berm just a precast barrier, a brick wall to match the existing Rt. 123 wall, or do nothing. Mr. Fowler and Mr. Hull both agreed that if visual separation were the real issue here that leaving the area as is and increasing the plantings in the area would provide a denser screen than any of the other options. VDH&T would not place a brick wall on private property nor would they place one on the State right-of-way. Mr. Conley stated that if the

brick wall is what the community wants that CIA should enter into an agreement with the community to provide the wall on a contract separate and apart from the roadway improvement project. I stated that our only reason for continuing the brick wall issue is that we agreed to provide a cost estimate for that type of construction. I further stated that CIA would not provide public funds for the improvement of private property.

b. Sheet 5 - In response to my question regarding limiting the impact of construction at our entrance, Mr. Fowler stated that VDH&T had very strict requirements for work to be done on a non-interference basis. He felt that all work at our entrance could be accommodated without closing the entrance. As a further bit of insurance against disruptions, particularly during peak periods, VDH&T will specify that work hours on this project are 9:00 a.m. to 3:30 p.m. This latter item is not solely for CIA's benefit but would have been included anyway because Rt. 123 is a major commuter route.

c. Sheet 8 - Mr. Fowler confirmed that the Potomac School Road as it intersects Rt. 123 has only two northbound lanes. Currently these lanes are shown in the pavement marking schedule and signal schedule as left turn

only for the center lane and through and right turn for the curb lane. Mr. Fowler stated that there is no room for three lanes (left only, thru only, right only). He stated that the signals could easily be reprogrammed to make the left lane left and thru with the curb lane right turn only. VDH&T stated that the traffic surveys in the area indicated that there are few right turns at that intersection and that in all likelihood there would be less in the future since the right turn cars were doing so only to get back on westbound Rt. 193. Now they would have a direct route across the intersection. Mr. Hull requested that the design stay as is and that if traffic surveys in the future indicate changed commuting patterns that the signals and pavement markings be altered.

Let's give the Community the choice.

d. Sheet 12 - Mr. Chamberlain of Fairfax County stated that the present trail is still in the County's master trail plan and that no discussions have been held by anyone to alter that plan. Mr. Hull stated that in the absence of a change in the master plan, VDH&T will maintain the trail per the existing design. Mr. Chamberlain will also check on the status of the County's effort to get an easement from a local church to allow the path to continue per the plan.

2. Mr. Conley made the following additional comments:

a. He would like a TAC meeting held as soon as possible so as not to further jeopardize the schedule.

b. The proposed schedule is:

- (1) Design complete - August 1986
- (2) Advertise contract - November 1986
- (3) Start work - March 1987
- (4) Complete road work - 1 October 1987
- (5) Landscape - October 1987

c. CIA will be invited to the field utility survey to be held in July 1986. Of particular interest at the meeting will be the disposition of pole 94, the Virginia Power pole which supports one of our high-voltage transmission lines.

d. He requested that CIA draft a Memorandum of Understanding allowing VDH&T to work on CIA property. Since the Agency is funding this project, VDH&T will pave up to the Bid Package 4 match line.

3. After the meeting concluded, I told Mr. Fowler that C/NBPO would contact him early next week to discuss the "berm option costs" and the TAC presentation.

AJM

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